25, 1994). Copies may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124–2207. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC.

(i) This amendment is effective on November 25, 1994.

Issued in Renton, Washington, on July 13, 1995.

**James V. Devany,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 95–17709 Filed 7–18–95; 8:45 am]

**BILLING CODE 4910–13–U**

## 14 CFR Part 39

**[Docket No. 94–NM–28–AD; Amendment 39–9292; AD 95–13–12]**

## Airworthiness Directives; Boeing Model 767 Series Airplanes Equipped With General Electric CF6–80C2 Series Engines

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule.

**SUMMARY:** This amendment supersedes an existing airworthiness directive (AD), applicable to certain Boeing Model 767 series airplanes, that currently requires tests, inspections, and adjustments of the thrust reverser system. This amendment adds requirements for installation of a terminating modification, and repetitive operational checks of the electro-mechanical brake and the cone brake of the center drive unit following accomplishment of the modification. This amendment also removes airplanes equipped with Rolls-Royce RB211–524 series engines from the applicability of the existing AD. This amendment is prompted by the identification of a modification that ensures that the level of safety inherent in the original type design of the thrust reverser system is further enhanced. The actions specified by this AD are intended to prevent possible discrepancies that exist in the current thrust reverser control system, which could result in inadvertent deployment of a thrust reverser during flight.

**DATES:** Effective August 18, 1995.

The incorporation by reference of certain publications, as listed in the regulations, is approved by the Director of the Federal Register as of August 18, 1995.

The incorporation by reference of Boeing Service Bulletin 767–78–0047, dated August 22, 1991, as listed in the regulations, was approved previously by the Director of the Federal Register as of October 15, 1991 (56 FR 51638, October 15, 1991).

**ADDRESSES:** The service information referenced in this AD may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124–2207. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Lanny Pinkstaff, Aerospace Engineer, Propulsion Branch, ANM–140S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (206) 227–2684; fax (206) 227–1181.

**SUPPLEMENTARY INFORMATION:** A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 91–22–02, amendment 39–8062 (56 FR 51638, October 15, 1991), which is applicable to Boeing Model 767 series airplanes equipped with General Electric CF6–80C2 series engines, was published in the **Federal Register** on January 6, 1995 (60 FR 2036). The action proposed to require tests, inspections, and adjustments of the thrust reverser system; installation of a terminating modification; and repetitive operational checks of the electro-mechanical brake and the cone brake of the center drive unit following accomplishment of the modification. The action also proposed to remove airplanes equipped with Rolls-Royce RB211–524 series engines from the applicability of the existing AD.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comments received.

One commenter supports the proposed rule.

One commenter requests that the proposed compliance time for installation of the terminating modification be extended from 3 to 5 years to be consistent with similar rules that are applicable to Boeing Model 767–200 and 757 series airplanes. The FAA does not concur with the commenter's request to extend the compliance time. In developing an appropriate compliance time for installation of the terminating modification on the affected airplanes, the FAA considered operator fleet sizes, as well as availability of parts. The commenter is one of two U.S. operators of the affected airplanes. In its comments to the proposed rule, this commenter indicates that the 3-year compliance time presents no problem. The other U.S. operator of these airplanes indicates that it has already modified its entire fleet. Further, the manufacturer has advised that an ample number of required parts will be available for modification of the U.S. fleet within the proposed compliance period. Based on this information, the FAA finds that a compliance time of 3 years would not impose any undue economic burden on any operator. However, the FAA would consider a request for an adjustment of the compliance time, in accordance with the provisions of paragraph (f) of this AD, provided that adequate justification is presented to support such a request.

One commenter requests that the work hour estimate specified in the proposal for installation of the terminating modification be increased from 786 to 880 work hours. Based on its experience, the commenter states that 880 work hours represents the actual time required for accomplishment of the terminating modification. The FAA does not concur with the commenter's request to increase the work hour estimate. The appropriate number of work hours necessary to accomplish the required modification, specified as 786 in the economic impact information, below, was provided to the FAA by the manufacturer based on the best data available to date. That estimate represents the time for direct labor only and is based on the assumption that the modification will be performed by an experienced maintenance crew. However, in light of crew experience, some variability in the estimated number of work hours is likely to exist from operator to operator.

One commenter indicates that a re-identification table provided in Revision 3 of General Electric Service Bulletin 78–135 contains numerous part number errors that should be corrected before a final rule is issued. (The General Electric service bulletin is referenced in ''NOTE 2'' of the proposal as an additional source of service information for installation of the terminating modification.) The FAA infers from the commenter's statement that it requests that issuance of the final rule be delayed until General Electric releases a revised service bulletin containing correct part numbers. The FAA does not concur. The FAA has been unable to confirm the future date of issuance of Revision 4 of the General Electric service bulletin. In

light of the degree of urgency associated with the unsafe condition addressed by this AD, and since the General Electric service bulletin is only a secondary reference, the FAA does not consider that delaying this action until after the release of a revised service bulletin is warranted. Further, paragraph (f) of the final rule provides affected operators the opportunity to request an alternative method of compliance or adjustment of the compliance time if data are presented to justify such a request.

The FAA has been advised that the terminating modification required by this AD has been accomplished on certain U.S.-registered airplanes. The economic impact information, below, has been revised accordingly.

After careful review of the available data, including the comments noted above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

There are approximately 135 Boeing Model 767 series airplanes equipped with General Electric CF6–80C2 series engines in the worldwide fleet. The FAA estimates that 39 airplanes of U.S. registry will be affected by this AD.

The tests, inspections, and adjustments that were required previously by AD 91–22–02, and retained in this AD, take approximately 30 work hours per airplane to accomplish, at an average labor rate of $60 per work hour. Based on these figures, the total cost impact on U.S. operators of the currently required tests, inspections, and adjustments that are retained in this AD is estimated to be $70,200, or $1,800 per airplane, per inspection cycle.

The terminating modification required by this AD will take approximately 786 work hours per airplane to accomplish, at an average labor rate of $60 per work hour. Required parts will be provided by the manufacturer at no cost to the operator. The repetitive operational checks required by this AD will take approximately 2 work hours per airplane to accomplish, at an average labor rate of $60 per work hour. Based on these figures, the total cost impact on U.S. operators of the terminating modification and repetitive operational checks required by this AD is estimated to be $1,843,920, or $47,280 per airplane.

The FAA has been advised that the terminating modification has been accomplished in accordance with the requirements of this AD on 11 U.S.-registered airplanes. Therefore, the future economic cost impact of this rule on U.S. operators is now only $1,325,160.

The number of required work hours for each requirement of this AD, as indicated above, is presented as if the accomplishment of the actions were to be conducted as ''stand alone'' actions. However, in actual practice, these actions for the most part will be accomplished coincidentally or in combination with normally scheduled airplane inspections and other maintenance program tasks. Therefore, the actual number of necessary additional work hours will be minimal in many instances. Additionally, any costs associated with special airplane scheduling will be minimal.

The FAA recognizes that the required modification would necessitate a large number of work hours to accomplish. However, the 3-year compliance time specified in paragraph (c) of this AD should allow ample time for terminating modification to be accomplished coincidentally with scheduled major airplane inspection and maintenance activities, thereby minimizing the costs associated with special airplane scheduling. Regulatory Impact

The regulations adopted herein will not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this action (1) is not a ''significant regulatory action'' under Executive Order 12866; (2) is not a ''significant rule'' under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from the Rules Docket at the location provided under the caption **ADDRESSES.**

### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

### Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

## PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

**Authority:** 49 U.S.C. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

### § 39.13 [Amended]

2. Section 39.13 is amended by removing amendment 39–8062 (56 FR 51638, October 15, 1991), and by adding a new airworthiness directive (AD), amendment 39–9292, to read as follows:

**95–13–12 Boeing**: Amendment 39–9292. Docket 94–NM–28–AD. Supersedes AD 91–22–02, Amendment 39–8062.

*Applicability:* Model 767 series airplanes equipped with General Electric CF6–80C2 series engines, certificated in any category.

**Note 1:** This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (f) of this AD to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition; or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any airplane from the applicability of this AD.

*Compliance*: Required as indicated, unless accomplished previously.

To ensure the integrity of the fail-safe features of the thrust reverser system, accomplish the following:

(a) Within 30 days after October 15, 1991 (the effective date of AD 91–22–02, amendment 39–8062), perform tests, inspections, and adjustments of the thrust reverser system in accordance with Boeing Service Bulletin 767–78–0047, dated August 22, 1991; Revision 1, dated March 26, 1992; Revision 2, dated January 21, 1993; or Revision 3, dated July 28, 1994. After the effective date of this AD, those actions shall be accomplished only in accordance with Revision 3 of the service bulletin.

(1) Except as provided by paragraph (a)(2) of this AD, repeat all tests and inspections thereafter at intervals not to exceed 3,000 flight hours until the modification required by paragraph (c) of this AD is accomplished.

(2) Repeat the check of the grounding wire for the Directional Pilot Valve (DPV) of the thrust reverser in accordance with the service bulletin at intervals not to exceed 1,500 flight hours, and whenever maintenance action is taken that would disturb the DPV grounding

circuit, until the modification required by paragraph (c) of this AD is accomplished.

(b) If any of the tests and/or inspections required by paragraph (a) of this AD cannot be successfully performed, or if those tests and/or inspections result in findings that are unacceptable in accordance with Boeing Service Bulletin 767–78–0047, dated August 22, 1991; Revision 1, dated March 26, 1992; Revision 2, dated January 21, 1993; or Revision 3, dated July 28, 1994; accomplish paragraphs (b)(1) and (b)(2) of this AD. After the effective date of this AD, the actions required by paragraphs (b)(1) and (b)(2) shall be accomplished only in accordance with Revision 3 of the service bulletin.

(1) Prior to further flight, deactivate the associated thrust reverser in accordance with Section 78–31–1 of Boeing Document D630T002, ''Boeing 767 Dispatch Deviation Guide,'' Revision 9, dated May 1, 1991; or Revision 10, dated September 1, 1992. After the effective date of this AD, this action shall be accomplished only in accordance with Revision 10 of the Boeing document. No more than one reverser on any airplane may be deactivated under the provisions of this paragraph.

(2) Within 10 days after deactivation of any thrust reverser in accordance with this paragraph, the thrust reverser must be repaired in accordance with Boeing Service Bulletin 767–78–0047, dated August 22, 1991; Revision 1, dated March 26, 1992; Revision 2, dated January 21, 1993; or Revision 3, dated July 28, 1994. After the effective date of this AD, the repair shall be accomplished only in accordance with Revision 3 of the service bulletin. Additionally, the tests and/or inspections required by paragraph (a) of this AD must be successfully accomplished; once this is accomplished, the thrust reverser must then be reactivated.

(c) Within 3 years after the effective date of this AD, install a third locking system on the left- and right-hand engine thrust reversers in accordance with Boeing Service Bulletin 767–78–0063, Revision 2, dated April 28, 1994.

**Note 2:** The Boeing service bulletin references General Electric Service Bulletin 78–135 as an additional source of service information for accomplishment of the third locking system on the thrust reversers. However, the Boeing service bulletin does not specify the appropriate revision level for the General Electric service bulletin. The appropriate revision level for the General Electric service bulletin to be used in conjunction with the Boeing service bulletin is Revision 3, dated August 2, 1994.

(d) Within 4,000 flight hours after accomplishing the modification required by paragraph (c) of this AD, or within 4,000 flight hours after the effective date of this AD, whichever occurs later; and thereafter at intervals not to exceed 4,000 flight hours; perform operational checks of the electro-mechanical brake and the cone brake of the center drive unit in accordance with Appendix 1 (including Figure 1) of this AD.

(e) Accomplishment of the modification and periodic operational checks required by paragraphs (c) and (d) of this AD constitutes terminating action for the tests, inspections, and adjustments required by paragraph (a) of this AD.

(f) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

**Note 3:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

(g) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(h) Certain actions shall be done in accordance with the following Boeing service bulletins, which contain the specified effective pages:

| Service bulletin referenced and date | Page No. | Revision level shown on page | Date shown on page |
|---|---|---|---|
| 767–78–0047, Revision 1, March 26, 1992 | 1–33 | 1 | March 26, 1992. |
| 767–78–0047, Revision 2, January 21, 1993 | 1–2, 4, 12–13, 20–32 | 2 | January 21, 1993. |
| | 3, 5, 10–11, 14–15, 17–19 | 1 | March 26, 1992. |
| | 6–9, 16 | Original | August 22, 1991. |
| 767–78–0047, Revision 3, July 28, 1994. | 1–32 | 3 | July 28, 1994. |
| 767–78–0063, Revision 2, April 28, 1994. | 1–292 | 2 | April 28, 1994. |

This incorporation by reference of these documents was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Certain other actions shall be done in accordance with Boeing Service Bulletin 767–78–0047, dated August 22, 1991. The incorporation by reference of this document was approved previously by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51 as of October 15, 1991 (56 FR 51638, October 15, 1991). Copies may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124–2207. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(i) This amendment becomes effective on August 18, 1995.

**Appendix 1**

**Thrust Reverser Electro-Mechanical Brake and CDU Cone Brake Test**

*1. General*

A. This procedure contains steps to do two checks:

(1) A check of the holding torque of the electro-mechanical brake

(2) A check of the holding torque of the CDU cone brake.

*2. Electro-Mechanical Brake and CDU Cone Brake Torque Check* (Fig. 1)

A. Prepare to do the checks:

(1) Open the fan cowl panels.

B. Do a check of the torque of the electro-mechanical brake:

(1) Do a check of the running torque of the thrust reverser system:

(a) Manually extend the thrust reverser six inches and measure the running torque.

(1) Make sure the torque is less than 10 pound-inches.

(2) Do a check of the electro-mechanical brake holding torque:

(a) Make sure the thrust reverser translating cowl is extended at least one inch.

(b) Make sure the CDU lock handle is released.

(c) Pull down on the manual release handle on the electro-mechanical brake until the handle fully engages the retaining clip.

**Note:** This will lock the electro-mechanical brake.

(d) With the manual drive lockout cover removed from the CDU, install a ¼-inch extension tool and dial-type torque wrench into the drive pad.

**Note:** You will need a 24-inch extension to provide adequate clearance for the torque wrench.

(e) Apply 90 pound-inches of torque to the system.

(1) The electro-mechanical brake system is working correctly if the torque is reached before you turn the wrench 450 degrees (1-¼ turns).

(2) If the flexshaft turns more than 450 degrees before you reach the specified torque, you must replace the long flexshaft between the CDU and the upper angle gearbox.

(3) If you do not get 90 pound-inches of torque, you must replace the electro-mechanical brake.

(f) Release the torque by turning the wrench in the opposite direction until you read zero pound-inches.

(1) If the wrench does not return to within 30 degrees of initial starting point, you must replace the long flexshaft between the CDU and upper angle gearbox.

(3) Fully retract the thrust reverser.

C. Do a check of the torque of the CDU cone brake:

(1) Pull up on the manual release handle to unlock the electro-mechanical brake.

(2) Pull the manual brake release lever on the CDU to release the cone brake.

**Note:** This will release the pre-load tension that may occur during a stow cycle.

(3) Return the manual brake release lever to the locked position to engage the cone brake.

(4) Remove the two bolts that hold the lockout plate to the CDU and remove the lockout plate.

(5) Install a ¼-inch drive and a dial-type torque wrench into the CDU drive pad.

*Caution:* DO NOT USE MORE THAN 130 POUND-INCHES OF TORQUE WHEN YOU DO THIS CHECK. EXCESSIVE TORQUE WILL DAMAGE THE CDU.

(6) Turn the torque wrench to try to manually extend the translating cowl until you get at least 15 pound-inches.

**Note:** The cone brake prevents movement in the extend direction only. If you try to measure the holding torque in the retract direction, you will get a false reading.

(a) If the torque is less than 15 pound-inches, you must replace the CDU.

D. Return the airplane to its usual condition:

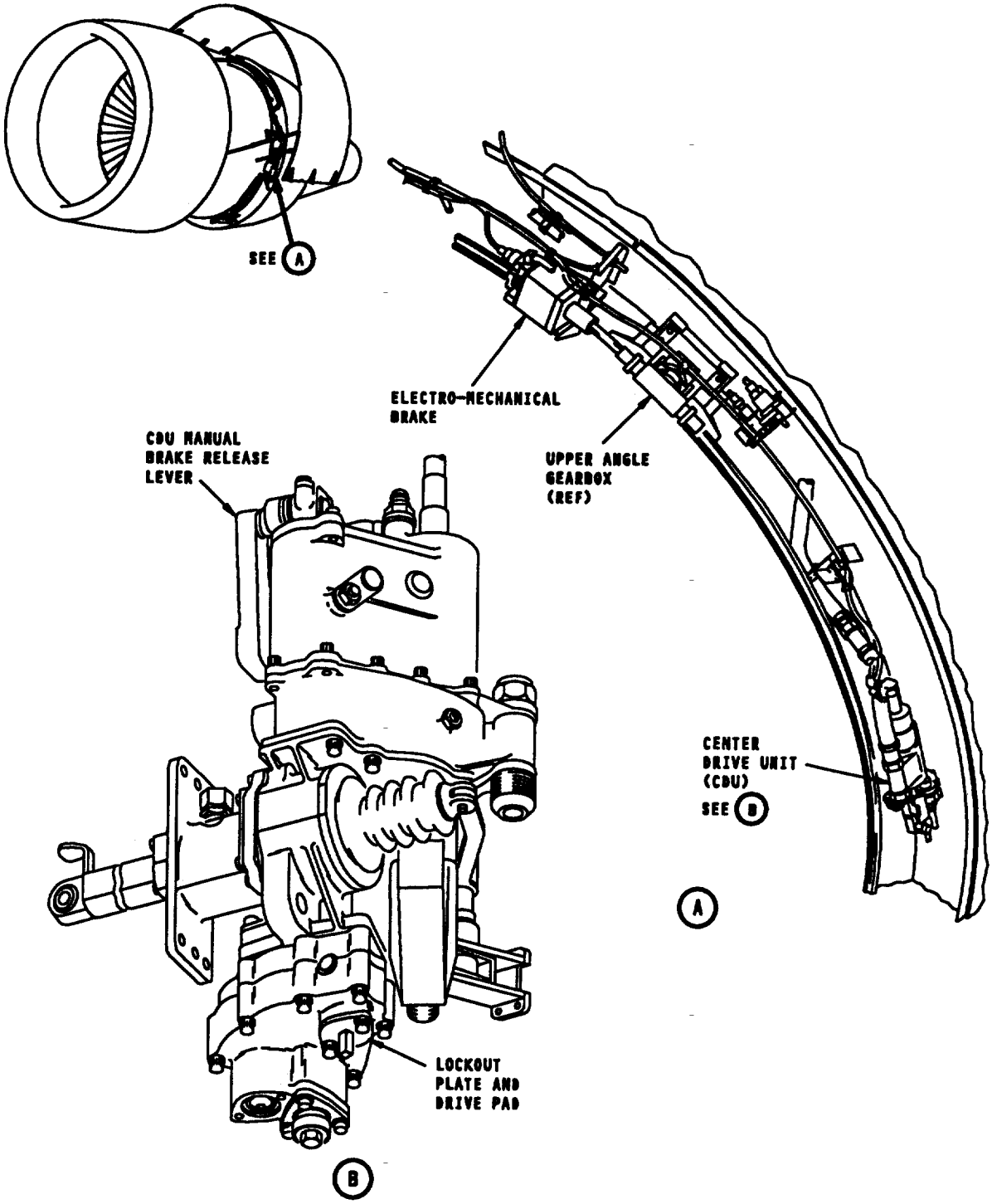
(1) Fully retract the thrust reverser.

(2) Pull down on the manual release handle on the electro-mechanical brake until the handle fully engages the retaining clip.

**Note:** This will lock the electro-mechanical brake.

(3) Close the fan cowl panels.

BILLING CODE 4910–13–U




**Electro-Mechanical Brake and CDU Cone Brake Torque Check**
**Figure 1**

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Issued in Renton, Washington, on June 22, 1995.

**James V. Devany,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 95–15849 Filed 7–18–95; 8:45 am]

BILLING CODE 4910–13–U

## 14 CFR Part 39

**[Docket No. 94–NM–159–AD; Amendment 39–9268; AD 95–12–17]**

## Airworthiness Directives; Boeing Model 737–100 and –200 Series Airplanes

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to certain Boeing Model 737–100 and –200 series airplanes, that requires various inspections for cracks in the outboard chord of the frame at body station (BS) 727 and in the outboard chord of stringer 18A; and repair or replacement of cracked parts. This amendment is prompted by reports of fatigue cracks in those outboard chords. The actions specified by this AD are intended to prevent such fatigue cracking, which could result in reduced structural integrity of the outboard chords, and subsequent rapid decompression of the airplane.

**DATES:** Effective August 18, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of August 18, 1995.

**ADDRESSES:** The service information referenced in this AD may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124–2207. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Thomas Rodriguez, Aerospace Engineer, Airframe Branch, ANM–120S, Seattle Aircraft Certification Office, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (206) 227–2779; fax (206) 227–1181.

**SUPPLEMENTARY INFORMATION:** A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to certain Boeing Model 737–100 and –200 series airplanes was published in the **Federal Register** on December 7, 1994 (59 FR 63065). That action proposed to require various inspections for cracks in the outboard chord of the frame at body station (BS) 727 and in the outboard chord of stringer 18A; and repair or replacement of cracked parts. That action also provides for an optional terminating action for the required inspections.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comments received.

Two commenters support the proposed rule.

The manufacturer requests that, in the Discussion section of the proposed rule, a reference to ''chords'' be changed to ''chord.'' The FAA acknowledges that ''chord'' would be more accurate. However, since the Discussion section does not appear in the final rule, no change to the final rule is necessary.

The manufacturer also requests that certain clarifications be made to the proposed rule. The manufacturer notes that the addition of the words ''BS 727'' in paragraphs (a) and (c) will clarify that it is the BS 727 upper outboard chord, not the S–18A chord, that is being referred to. The manufacturer also notes that changing the words ''outboard chords'' with ''cracked chord'' in paragraph (g)(2) would clarify the intent of the replacement requirements of that paragraph. The FAA concurs, and has revised the final rule accordingly.

Two commenters request that the final rule reference a new revision of Boeing Service Bulletin 737–53A1166 that includes procedures for repair of cracking in the S–18A outer chord. The commenters note that the service bulletin specified in the proposed rule only describes the inspection of S–18A and does not provide repair instructions in the event that cracking is detected. The FAA concurs. Since issuance of the proposed rule, the FAA has reviewed and approved Boeing Service Bulletin 737–53A1166 Revision 1, dated May 25, 1995, which describes repair procedures for cracking of stringer 18A outer chord. Paragraph (e) of the final rule has been changed to add a reference to this revised service bulletin as an additional source of service information.

One commenter states that the proposed Pulse Echo Shear Wave (PESW) inspection is redundant, since the proposed rule also would require a High Frequency Eddy Current (HFEC) inspection. The commenter also states that the HFEC inspection is more accurate for detecting cracks than the PESW inspection. The commenter therefore requests that the FAA remove the requirement to perform the PESW inspection from the proposed rule. The FAA does not concur. The PESW inspection is necessary to detect cracking that is not common to the fastener holes; the HFEC inspection only would detect cracks that extend into the fastener hole.

After careful review of the available data, including the comments noted above, the FAA has determined that air safety and the public interest require the adoption of the rule with the changes previously described. The FAA has determined that these changes will neither increase the economic burden on any operator nor increase the scope of the AD.

There are approximately 999 Boeing Model 737–100 and –200 series airplanes of the affected design in the worldwide fleet. The FAA estimates that 296 airplanes of U.S. registry will be affected by this AD, that it will take approximately 4 work hours per airplane to accomplish the required inspections, and that the average labor rate is $60 per work hour. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be $71,040, or $240 per airplane, per inspection cycle.

The total cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

Should an operator elect to accomplish the optional terminating action that will be provided by this AD action, it will take approximately 50 work hours to accomplish it, at an average labor rate of $60 per work hour. Required parts will cost approximately $3,680 per airplane. Based on these figures, the total cost impact of this optional terminating action is estimated to be $6,680 per airplane.

The regulations adopted herein will not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this action (1) is not a ''significant regulatory action'' under Executive Order 12866; (2) is not a